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The Daily Press.

HONGKONG, JUNE 4TH, 1908.

When at the time commenting on Admiral Sir John Fisher's proposed redistribution of the Fleet in Pacific waters we pointed out some of the objections to the proposed centralisation in the Straits in connection with the withdrawal from Vancouver's Island. Profoundly the concentration of the fleet in the waters about the Straits was adopted from strategic reasons, and as long as we held the preponderance of power in the Pacific there was something to be said in its favour; strategy, however, that only takes account of success is a dangerous standard, and in case any untoward circumstance should arise, or some disaster, not necessarily a defeat at the hands of an enemy, to alter our predominance, there would be but one path of escape left, or in case of the blocking of the Canal, we might find ourselves cut off from any means of repair or renewal. In such a case a dockyard at the Straits amidst an alien population, who might even at the time, happen to be hostile, would prove a far inferior place of retreat than a harbour on the coast of Vancouver's Island, or in the Gulf of Georgia, where not only are supplies to be had on the spot, but the population is British. Up till the last three years we had uniformly kept here a detachment under the name of the Pacific Squadron, and this had enabled us not only to keep the flag in evidence, but to pose as a genuine Pacific Naval Power; with the advent of a Government which was content that Great Britain, instead of holding her empire by her own right hand, was content to pose as a great Power on sufferance, the first opportunity

was taken of Sir John Fisher's concentration policy to reduce our Pacific Fleet to insignificance, on the alleged ground of economy, but really to use the money saved from the Army and Fleet for the purpose of bribing the proletariat on a wholesale scale. The result has scarcely been satisfactory even to its authors.

Within the last four years—in fact since Sir John Fisher propounded his scheme of economising the Fleet, the nations of the world at large have seen cause to place the control of the Pacific Ocean on a much higher level; some indeed going so far as to predicate that its command will be the highest ambition of the century. The United States, after unduly neglecting it, suddenly determined to send out its entire battle fleet to restore its sense of warning power; and Japan, has been making high bids for its mastery. The comparatively low pitch into which Great Britain's recent neglect of the Great Ocean was bringing her, was recently exemplified by a curious incident—Canada alone of the great British Colonies felt ashamed to invite the American Battle Fleet. With a line of coast extending from the 49th to the 55th parallel of north latitude, with possession of by far the finest naval harbours on the west coast of America, running subsidised mail steamers across the Ocean, and to the southern Colonies, and possessing in joint ownership with England and Australia her own telegraphic cable, she yet did not possess a single vessel flying a war flag, nor did England keep a single man-of-war on the station. It was no wonder that she felt herself hopelessly out of the Baby-house, and felt that to extend an invitation to the Battle Fleet alongside her southern neighbours would be only inviting contempt for herself, and still more for the Home Country. The notion has sprung, not of contumacy, but of what cannot be looked upon in any other light than a national feeling of self-respect.

With our actual national preponderance in Pacific waters, and their growing importance in the affairs of the world, the quiet manner in which England's practical withdrawal from the waters of the wide Pacific has been accepted by the Nation is not easily comprehensible, nor the complacent manner in which, without protest of any sort, it has been treated. The protest of the Canadian Government, and its hesitation, on account of the absurdity of the position in which the Home Government had placed it, to extend a similar invitation to that forwarded by every other important Colony is at last beginning to bring the matter home to the great public. Even the Navy League, which has done so much in a quiet way to avert the plotted extinction as a source of power of the Navy has been silent on the subject. Indeed it may be said that the discovery of the importance of the Pacific as a source of political power has been left to President Roosevelt. It is a fact of which Europe has been pluming itself for the last ten years, that the United States

owing to the condition in which the Navy had been permitted to fall, had been losing their influence in the graver politics of the world. This has been the actuating motive that has impelled Mr. Roosevelt onward in the path of reconstruction. The apparent immobility of the Fleet, and its evident avoidance of Pacific waters were beginning to have for the States similar effects to those brought about by British abstention, so the President resolved to cut the knot by ordering out the entire available fleet. How much the public of the State resented the effort, and the amount of weeding out that the Navy itself required to render it capable of undertaking the voyage, are now matters of history. Mr. Roosevelt has now the satisfaction of knowing that in spite of the pretended jeers with which his scheme was heralded by an artificially incited American and European mock public opinion, the voyage has actually had the effect contemplated by its author, and has very considerably toned down the defiant attitude assumed by some of the Powers.

Looking at the very similar instances of contempt which we see being brought about by the planned abstention of England, we can see how very much stronger is the necessity lying on ourselves. As we have mentioned both coasts of Vancouver's Island abound in deep floods, any one of which almost can be converted into a first class naval harbour and depot. They are within some twelve days' journey from England, so that reinforcements can be readily sent through our own territory. More than this the country itself abounds in coal and supplies of every sort. Wood and iron are to be found almost anywhere, and iron mines only require a little preliminary encouragement to be able to compete in the markets of the world; British Columbia and Vancouver's Island are in fact rapidly becoming one of the

richest mining fields in the world. The climate is comparable to that of northern France, and the present population, rapidly growing too, is of the purest English stock so that Vancouver is marked out by nature herself as in the near future the headquarters of a great naval power, able to undertake unassisted the command of the entire Pacific. This is the position which fads and fancies Great Britain is, with her eyes open, wilfully neglecting. If even a great nation were deliberately running for a fall, that nation is England of the opening century. God grant that wiser instincts may return, before, like the Roman Empire before her, whose worst extravagances she is deliberately following, she fall into a contemptible decay.

Yesterday there were sixteen plague cases, making the total 603.

A telegram has been received from the Consul General at Shanghai stating that the Consul General body there has declared Hongkong to be an infected port.

An International Congress is to be held in Paris this year regarding road making and the allying of dust in the streets. Hongkong should send an official to pick up a few tips.

Information has been received from the Government of Bengal that Hongkong has been declared to be an infected port and the regulations for the prevention of introduction of plague by sea will be enforced in the ports of Orissa against arrivals from Hongkong.

The Frenchman, whose extradition was sought by the Indo-China Government on a charge of larceny of \$2500 from the Registrar General's Office at Toulon, Annam, was before the Magistrate yesterday when the hearing was postponed to allow of the translation of certain documents.

It is interesting to note that opium cases at the Magistrate have decreased considerably since the issue of the new famous opium order. Last week there were several days on which the opium farm officials were not at court and Tuesday and Wednesday were remarkable in not producing a single case.

The Bandmann Opera Company, which was to have given a performance of "The Merry Widow" last night, was unable to fulfil the engagement as the "Samatra," the steamer by which the artistes were to return to India, sailed yesterday at five o'clock. The occurrence was most unfortunate. The new piece is popular and the bookings were very numerous.

The Paris newspapers publish a telegram from Casa Blanca stating that a fierce fight occurred on April 29 at Sokhrat-el-Djiss, 30 kilometres from the Kasbah of Ben Ahmed. The French troops were attacked by the Hadj-dian Makhalla, and had thirty wounded. The battle is all the more significant, since Gen. D'Amade was operating with his forces in that district.

The Public Prosecutor at Berlin has ordered the arrest of Prince Eulenburg, and the order is to be carried into effect as soon as the Prince's health will permit of his being removed. The commission which was sent to the Prince's palace to ascertain the facts with regard to his illness found him too ill to be removed, and the palace has therefore been surrounded by detectives.

I think the main cause of the hatred shown to Europeans in China says Count de Lesdun in "From Peking to Sikkim," is the type of soldier given them as an escort. If the traveller pays the innkeeper, the soldier gets hold of the latter, and extracts from him half of what he has received. The soldier levies a tribute of opium, provisions, forage, and money wherever he goes with a European, unless his employer, knowing what a rascal he has to deal with, keeps a strict watch over him. Under these conditions it is not surprising that tradesmen and innkeepers view the arrival of a stranger with disfavour seeing that his presence will cost them more than they will gain from him.

The "Correspondence Russ" of May 2 contains a dispatch from Nertchinsk, according to which serious rioting has occurred there among the workmen who have been drafted into the town in connection with the construction of the Amur Railway. The great majority of the labourers are as yet without employment, and suffering severely from hunger and cold, with the result that excesses of all kinds have become of common occurrence. Official corruption is rampant. Graded to fury by the action of one of the engineers, who withheld certain moneys and consequently deprived many of their pay, a large mob attacked the local office of the works, and completely wrecked it, the engineer in question, who had taken refuge within, narrowly escaping with his life.

The Paris correspondent of the "Express" relates this story, told him by M. Tristan Bernard, the author of "Toujours": "I met a friend of mine," said M. Bernard, "who had bought up a stock of cast-off clothing, and was burdened with forty-nine overcoats, of which he could not dispose. I have priced them down 50 per cent," he told me, "and nobody will take them. I'll tell you what to do, said M. Bernard. 'Here is a list of seven Jewish gentlemen in Marseilles, Lyons, and elsewhere. Send each one an invoice for six only.' They will be pretty sure to keep them. A few days afterwards I met my friend again. He was very rude to me. Each one of the seven Jewish gentlemen had kept one overcoat and returned him the six mentioned in the invoice."

Senator Malevsky Malevitch, of the Foreign Office, has been appointed Russian Ambassador to Japan, in succession to M. Bakmeteff, who has been allowed to retire at his own request.

The assay value of coins and bullion received for coinage in the Calcutta and Bombay Mints during the official year ended 31st March 1908 was Rs. 16,81,38,731. During that period 1,945,726 dollars and 17,30,70,146 rupees were coined, and half rupees and small silver coins to the value of Rs. 73,36,764. The total value of gold imported during the official year ended 31st March 1908 was Rs. 20,75,29,407, and of exports Rs. 3,33,49,127, the net imports being valued at Rs. 17,36,77,280. The total value of silver imports during the same period was Rs. 21,51,92,800, and of exports Rs. 2,06,35,874.

The Indian Daily News, says—The Russian steamer "Caronia," which came up the Hooghly (in May) is the first Russian boat probably which has come to Calcutta from Vladivostok, and we understand she is the first of a regular line to be started to this port. She has brought a small general cargo of matches, &c., and will remain in the hopes of getting some tea back. The "Caronia" is a fine-looking steamer of 4,572 tons, Captain Newman and has been renamed twice. She was once the "St. Domingo" and once the "Donne Castle." She has three decks and is fitted with electric lights and refrigerating machinery. She was built by Messrs. Barclay Curie & Co., Ltd., Glasgow, in 1900 for the Russian East African S. Co., Ltd., and is 396 feet long, 43 feet 2 inches beam and 28 feet 5 inches depth of hold, and is owned in St. Petersburg. The projected service of the vessel of the Imperial Volunteer Fleet and the East Asiatic Steamship Co.—both Russian concerns—from Calcutta to Vladivostok will save the present transshipment at Colombo, and will have important consequences in improving the direct sea trade between Calcutta and the great Russian markets.

RETIREMENT OF CONSUL-GENERAL MANSFIELD.
Mr. R. W. Mansfield, C.M.G., who during the last two or three years has been British Consul-General at Canton, is retiring on a pension after a long and honourable connection with the British Consular service in China extending over thirty-eight years. Mr. Mansfield left for Home yesterday via Hankow, Peking and Siberia.

He began his career in 1870 when, after passing a competitive examination, he was appointed a student interpreter in the Consular service in China. His first appointment as Acting Consul was to Foochow in 1875. He was then but a third-class assistant. His Acting Consulship lasted only a month, but he remained at Foochow for three years as Acting Interpreter. In 1878 he was promoted to be a second-class assistant and became Acting Vice-Consul at Peking. While there he was promoted to be a first-class assistant, and in 1883 he was transferred to Swatow as Acting Consul. In 1888 he was Acting Consul at Wuhu and left there in December of that year to fill a similar position at Chinkiang. Towards the end of 1890 he was appointed Senior Vice-Consul at Shanghai. He was promoted to be Consul at Chinkiang in 1891, but did not proceed there. He remained on at Shanghai for six months as Acting Assistant Judge and Consul. Then came his transference to Wenchow and afterwards to Foochow again as Acting Consul. In August 1895 Mr. Mansfield proceeded to Kanton to enquire into the murder of missionaries near that place and the following year he was transferred to Wuhu. He remained there little more than a year, when he once more became Acting Assistant Judge and Consul at Shanghai for seven months. Four months later he was Acting Consul-General at Shanghai for a month. Then came his transfer as Acting Consul at Canton from June 4th, 1898 to August 10th, 1899. From there he went to Amoy and in 1902 (the year he was made a C.M.G.), he again went to Shanghai as Acting Consul-General. Once more he went back to Amoy in 1905 and in 1906 was transferred to Canton where he has finished up his career at the age of fifty-eight.

In Mr. Mansfield the Consular service loses a valuable officer, who has won the respect and esteem of his nationals wherever he has been stationed, and who leaves China with the sincere good wishes of troops of friends that he may long be spared to enjoy at Home the repose his long and faithful service of British interests in China has richly earned.

LAWN TENNIS.
The lawn tennis tournament in connection with the Civil Service Cricket Club has been completed and the results are as follows:—

Single Championship.—F. A. Biden v. R. W. Widdell, 6-2, 6-3, 6-1.
Single Handicap.—A. E. Wright (6w 30 3/8) v. C. Bond (rec. 15 3/8), 9-7, 4-6, 6-1.
J. Ellis (rec. 3/0) v. L. B. Brett (v.D. 1/6), 6-4, 6-0.
L. C. Ross (v.D. 2/6) v. D. Jaffe (v.D. 1/0), 10-6, 6-0.
A. G. Pile (v.D. 4/0) v. W. Woolley (v.D. 1/6), 6-0, 6-0.
J. H. Hickey (v.D. 3/6) v. G. Hoggarth (v.D. 1/6), 6-4, 3-6, 6-1.
L. Widdell (v.D. 5/3) v. M. Molyer (v.D. 4/6), 7-5, 6-0.
A. Thornhill (v.D. 4/6) v. R. Gibson (v.D. 1/6), 6-3, 6-2.
P. B. Adams (v.D. 15 1/6) v. E. W. Dawson (v.D. 3/6), 6-2, 6-6.
Double Handicap.—Ross—Wheeler (v.D. 4/6) v. Clawley—Jaffe (v.D. 3/6), 6-3, 6-3.
Thornhill (v.D. 15 1/6) v. Wright—Gibson (v.D. 3/6), 6-4, 6-2.
Burdett—Molyer (v.D. 15 3/8) v. L. B. Brett—Dawson (v.D. 4/6), 4-6, 6-3.
Biden—Pile (v.D. 4/0) v. Adams—Parkinson (v.D. 30), 6-3, 2-6, 7-5.

TELEGRAMS.

("DAILY PRESS" EXCLUSIVE SERVICE.)

THE DERBY.
LONDON, June 3rd.
(Received 2.30 a.m.)

The winner of the Derby is "Signorinetta."
"Primer" was second; and "Lilang-wo" third.

JAPANESE DIPLOMATIC CHANGES.
TOKYO, June 3rd.

Baron Chinda, who was Vice-Minister for Foreign Affairs in the late ministry, is appointed Ambassador to Berlin. Baron Hayashi, at present minister at Peking, succeeds Baron Takahira as ambassador at Rome, and Mr. Ijima, Councillor of Embassy at London, becomes Minister at Peking.

RUSSIA.
LONDON, June 1st.

The Duma Commission on the Drink Question have reported in favour of removing the Imperial Eagle on the vodka bottles and substituting a skull and cross bones as warnings against excess.
In connection with the protests against the King's visit to Russia, it is noteworthy that eight executions and sixteen death sentences were announced yesterday in St. Petersburg.

RUSSIA AND CHINA.
LONDON, June 1st.

M. Koroskov, the new Russian Minister to Peking at an interview, said that he had been instructed to revive the traditions of Russo-Chinese amity. The national awakening of China was undoubted, but he hoped that internal reforms would preclude the excesses of chauvinism which certain powers were encouraging.

[N.C. Daily News Service.]
THE HANKOW RIOTS.
TOKYO, May 29th.

The Chinese officials and merchants of Hankow are reported to be impressed with the reasonable character of the Japanese demand, in connection with the recent riot at Hankow, and it has been promptly accepted by China.

THE BROAD GAUGE IN MANCHURIA.
TOKYO, May 29th.

Through traffic on the broad gauge line between Peking and Kwantung was suspended yesterday. The result is satisfactory.

PEACE RESTORED IN YUNNAN.
According to a telegram received by the Shanghai Tokio from H. B. Viorsey Tsan Fang, quoting from a dispatch from the Yunnan Viceroy H. E. Hsi-Liang, Hoken (the headquarters of the anti-monarchist insurgents) was recaptured by the Imperial troops on the 26th May. Hoken was first surrounded by the troops on the 19th and then attacked on all sides, the insurgents making a desperate resistance throughout the whole of the operation, the greater part of the troops being dead or wounded on the field. There is now no more organised opposition and peace may now be said to be practically restored in Yunnan. As a matter of fact traffic on the Mengtze Railway, which has been interrupted ever since the disturbance began nearly a month ago, has been resumed.

THE GERMAN NAVY LEAGUE.
A FRENCH VIEW.

An interesting article on the German Navy League, or *Deutscher Flottenverein*, by M. Marthe Lait, appears in *La Revue Politique et Littéraire*, better known as the *Revue Bleue*. The details which it gives of the propaganda work of that league and of the spirit which it has helped to inspire among the German people is of still greater interest for England, than for France, as, according to M. Lait, this country is no longer regarded by the league as a dangerous rival. He adds that it is England and it is hoped, with some chance of success, as England has not the same reserves of men as the German Empire, and will find it more and more difficult to put her squadrons on a war footing. Thus, he says, Germany to-day almost openly defies the British armadas. M. Lait maintains that the Emperor William has the support of the immense majority of his people in his naval policy, which dominates the political life of the Empire. The greater part of the league's resources are spent in propaganda. The issue of its organ *Die Flotte* reached 355,000 copies last year, while it furthermore publishes handbills and pamphlets to different sections of the community such as "The Value of a Powerful Navy for the German Working Man," "What the Navy for the German Working Man," "What a German Fleet and the German Navy," "Xiang German should know about the Navy." The fact that 600,000 to 700,000 copies of some of these are published shows, according to M. Lait, to what extent the German people shares the opinion of the Emperor that "our future is on the water."

LATEST STEAMER MOVEMENTS.
The str. *Chasse* left Koolung on the 3rd inst. and may be expected to arrive here to-morrow afternoon.

The *Hogal* line str. *Montrose* left Singapore on Wednesday morning, the 3rd inst., and may be expected to arrive here on Tuesday morning, the 9th inst.

SUPREME COURT.

Wednesday, 3rd June.

IN BANKRUPTCY JURISDICTION.

BEFORE THE CHIEF JUSTICE
(SIR F. PRIGGOT).

Re Kwang Hang Tai firm ex parte the Official Receiver.
The Official Receiver applied for the forfeiture of the sum of \$3,300 given as security for two debtors.

His Lordship—Security for the appearance of the debtors?
The Official Receiver—Yes, either before the Official Receiver or the Court.
His Lordship—Where are the men?
The Official Receiver—They are in the country, I believe.

It was agreed that notice should be given to the guarantors and the matter was adjourned for a fortnight.

A MERCHANT'S FAILURE.
Re Herbert Stephens. Application to close public examination.

The Official Receiver—Did you just before the bankruptcy receive \$200 from the Fook Wo?—Yes.

What was it for?—Two casks of India rubber shoes.

How long before the bankruptcy?—A few days.

What became of that money?—It was dealt with in the business in the usual way.

His Lordship—Entered in the books?—Yes.

At the time you received the money was the cargo here?—Yes.

Why didn't you give delivery to the Fook Wo?—It was a question of margin money. Many of the dealers did not take delivery and we usually held what was called margin money.

Was there any other cargo belonging to Fook Wo?—I can't say.

Having paid this \$200 wasn't he entitled to have the cargo he bought?—Yes, sir.

In the case of Li Loong there was a case of \$105. Did you receive that money?—Yes.

Did you pay it into the business?—Yes.

And you did not give delivery of the goods ordered?—No, sir.

They are still at the bank?—Yes, sir.

And in the case of the Toong Fong Tai did they pay \$200 for bidstades just before the bankruptcy?—Yes.

Did you pay that money into the business?—Yes.

Did you give delivery of the goods?—No.

They are still at the bank?—Yes.

His Lordship—Were these goods involved? The Official Receiver—They were indented to these people.

His Lordship—And they have received the goods?

The Official Receiver—The bills must be paid before the Bank will let the goods go.

The Official Receiver—Why didn't you give delivery in this case when you were paid for them?

Debtor—We had calls from the bank and the money was used for other purposes.

The Official Receiver—As a matter of fact you used the money for other purposes in the ordinary course of business?—Yes.

The Official Receiver—I will ask your Lordship to close the public examination. The debtor is intending to apply for his discharge and any further questions will come up then.

The examination was closed.

FUTILE SPECULATION.

A correspondent supplies a report of a recent meeting of the Berlin Anthropological Society, which just now appears to be worried over two troublesome points—first whether the human race is half a million years old, and secondly, whether the original inhabitants of Belgium obtained their implements and tools from the same sources as the Australian blacks. One thing is quite certain that the average Australian black of to-day would not be able to throw much light on the subject. The Berlin anthropologists, however, do not limit the age of the human race to a million years, but some of its members merely argue that the oldest proofs of the existence of human beings on the earth date to a million years.

According to the report of the Berlin society's meeting, "Professor Albrecht Penck, the son-in-law of Baron Richthofen in the Chair of Geography, read the principal paper, proving that the oldest traces bring us to a time less remote than one million years, but more remote than half a million years. The answer depends entirely on the opinion formed about the aboriginal tools lately discovered in Belgium. If they are recognised as genuine relics, the existence of human beings must be admitted for an older date. But Professor Penck does not absolutely believe in the reports of these finds. Professor Klatsch, of Breslau, pointed to the remarkable similarity of these Belgian primitive tools with those dug out of old strata on Australian soil. He is of opinion that there must be some connection between these Belgian and those Australian tools. As the Australian aboriginals still use some improved forms of these tools, he came to the conclusion that in times immemorial the inhabitants of present Belgium got their tools from the same regions whence the Australians got them. That would prove an intercourse between distant regions that brings us further back by many thousands of years. The question is now whether the Australian primitive tools are not inventions of the Australian race."

STARTLING INDIAN DISCOVERY.

POLICE FIND HUNDREDS OF EXPLOSIVES.
Before dawn one day last month the Calcutta police raided two houses in the city, and discovered huge quantities of explosives in both.

These included stores of dynamite, picric acid, fulminate, and detonators, filled with incomplete bombs.

Twenty-three persons were arrested, and a quantity of correspondence was seized. It is difficult to obtain information, as the police are very reticent, but it is believed that owing to information received another raid is expected, which is likely to be accompanied by more arrests and startling disclosures.

Mrs. Kennedy, who was the victim of the bomb outrage at Monrovia, in which her daughter and the coachman were killed, has since died of her injuries.

SHIPPING.

ARRIVALS.

CHILDAS, Norwegian str., 1,102, H. Niesse, 3rd June—Bangkok 27th May, General—Butterfield & Swire.
 CHOSUN MARU, Japanese str., 1,301, Subage, 16th May—Shanghai via Ports 27th May, General—Osaka Shosen Kaisha.
 CHOYANG, British str., 1,424, A. B. Sandback, 3rd June—Shanghai 30th May, via Swatow 2nd June, General—Jardine, Matheson & Co.
 DAJIN MARU, Japanese str., 900, I. Sakurai, 3rd June—Tama, Amoy and Swatow 2nd June, General—Osaka Shosen Kaisha.
 HANAN, British str., 1,183, J. S. Roach, 3rd June—Fochow 31st May, Amoy 1st and Swatow 2nd June, General—Douglas, Lapraik & Co.
 HANOT, French str., 742, J. Pannier, 3rd June—Haiphong and Ports 29th May, General—A. R. Marry.
 KIANGCHOW, Chinese str., 1,002, Bressander, 3rd June—Shanghai 30th May, General—Chinese.
 KWANGHAI, Chinese str., 3rd June—Canton.
 MANDAL, Norwegian str., 1,133, K. Gabrielsen, 2nd June—Enigon 28th May, General—Wallen & Co.
 NANSHAN, American str., 1,571, Isaac Carson, 2nd June—Cavite P. I., 30th May, Coast—U. S. Navy.
 OCEANO, British str., 2,560, F. W. Davies, 3rd June—Newcastle (N.S.W.) 13th May, Coal—Arnold, Karberg & Co.
 ORIEL, British str., 2,706, G. Maddrell, 3rd June—Meji 28th May, Coal—Bradley & Co.
 SHANGHAI, German str., 1,668, C. Gosewitsch, 3rd June—Bangkok 27th May, Rice and Salt—Chinese.
 SUMATRA, British str., 2,976, E. W. Bruce, 3rd June—Yokohama 20th May, General—P. & O. S. N. Co.
 THAIYAN, Dutch str., 2,444, A. Pander, 3rd June—Amoy 1st June, General—Java China-Japan Line.
 ZWISSEN, British str., 941, A. Ramsay, 3rd June—Samarang 22nd May, Sugar—Chinese.

CLEARANCES

AT THE HARBOUR MASTER'S OFFICE.
 3rd June.
 Amoy, German str., for Hoilow.
 Choyang, British str., for Canton.
 Olan Macintosh, British str., for Amoy.
 Dortmund, German str., for Shanghai.
 Ozeano, British str., for Hongkong.
 Shaoching, British str., for Amoy.
 Siam, British str., for Shanghai.

DEPARTURES.

3rd June.
 BUKLOW, German str., for Europe, &c.
 BUNYU MARU, Japanese str., for Swatow.
 CHANGCHOW, British str., for Canton.
 CHILU, British str., for Hoilow.
 HAICHING, British str., for Coast Ports.
 HAILAN, French str., for Hoilow.
 KALGAN, British str., for Shanghai.
 ELBERT, German str., for Hongkong.
 KWANGHAI, Chinese str., for Canton.
 KWONGSANG, British str., for Shanghai.
 NANSHAN, American str., for Shanghai.
 SUTONIA, German str., for Singapore.
 SUMATRA, British str., for Singapore.
 TAIYAN, Dutch str., for Swatow.
 TEAM, British str., for Manila.
 WOKONG, German str., for Bangkok.
 YAKOTSE, British str., for Bangkok.
 YERIMO MARU, Japanese str., for Krakow.

SHIPPING REPORTS.

The British str. Zucca reports: Light winds and fine.
 The French str. Hanoi reports: Strong easterly wind and rain, heavy sea.
 The British str. Hailan reports: Fresh to moderate breeze throughout passage.
 The British str. Choyang reports: Light variable winds, slight sea and fine weather.
 The American str. Hailan reports: Moderate wind and sea, cloudy with frequent rain squalls.
 The German str. Shantung reports: Misty rain and squally S.W. monsoon, with moderate sea and North Easterly swell.

VESSELS IN DOCK.

ABERDEEN DOCK.—
 Kowloon DOCKS—Sorsogon, Fuzhou, Pilsaun, Jek, H.M.S. Taku, Courfield, Knutsberg, Laitsang, Phranong.
 COSMOPOLITAN DOCK.—

VESSELS ON THE BERTH

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOCHOW.

THE Company's Steamship

"HAUTAN."

Captain J. S. Roach, will be despatched for the above Ports TO-MORROW, the 5th inst., at 11 A.M.

For Freight or Passage apply to:

DOUGLAS LAPRAIK & Co., General Managers.
 Hongkong, 2nd June, 1908. 927

THE PENINSULAR AND ORIENTAL

STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS.

PLYMOUTH AND LONDON.

TANAKURA—BILLS OF LADING ISSUED FOR BATAVIA, PERMAN GULF, CONTINENTAL AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship

"DELHI."

Captain J. D. Andrews, R.N.R., carrying H.M. Majesty's Mail, will be despatched from this for Bombay &c. on SATURDAY, the 13th June at Noon, taking passengers and cargo for the above port in connection with the Company's s.s. "BRITANNIA," 1,000 tons, from Colombo passengers' accommodation, in which vessel is secured before departure from Hongkong.

Silk and Valuable, all cargo for France and Tees for London (under arrangement) will be transhipped at Colombo into the mail steamer proceeding to Marseilles and London, other cargo for London, &c. will be conveyed from Bombay by the R.M.S. "Egmont," due in London on 25th July, 1908.

Parcels will be received at this Office until 4 P.M. the day before sailing. The contents and value of all packages are required.

For further particulars, apply to F. J. ABBOTT, Acting Superintendent.

Hongkong, 1st June, 1908. 1

VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessels, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k." nearest Hongkong "h" midway between Hongkong and Kowloon "m." and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

SECTIONS.

1 From Green Island to the Harbour Master's. 2 From Harbour Master's to Blake Pier. 3 From Blake Pier to Naval Yard. 4 From Naval Yard to East Point.

| DESTINATION | VESSEL'S NAMES | FLAG & REG. | PORT | CAPTAIN | FOR FREIGHT APPLY TO | TO BE DESPATCHED |
|--|------------------|-------------|------|-----------------------|-----------------------|--------------------------|
| LONDON &c. via SUEZ PORTS OF CALL... | DELHI | Brit. str. | — | J. D. Andrews, R.N.R. | P. & O. S. N. Co. | On 13th inst. at Noon. |
| LONDON & ANTWERP via SUEZ CANAL | GLENDALE | Brit. str. | — | W. Haughton | McGREGOR BROS. & GOW | On 16th inst. at Noon. |
| LONDON & ANTWERP | CARDIGANSHIRE | Brit. str. | — | McGREGOR BROS. & GOW | McGREGOR BROS. & GOW | About 22nd inst. |
| HAYRE & HAMBURG via STRAITS, &c. | SEGONDIA | Ger. str. | k.w. | Schönfeldt | HAMBURG-AMERIKA LINE | On 8th inst. |
| HAYRE & HAMBURG via STRAITS, &c. | SCANDIA | Ger. str. | k.w. | Malchow | HAMBURG-AMERIKA LINE | On 15th inst. |
| HAYRE & HAMBURG via STRAITS, &c. | DORTMUND | Ger. str. | k.w. | Luning | HAMBURG-AMERIKA LINE | On 12th July. |
| HAYRE & HAMBURG via STRAITS, &c. | LOTRIA | Ger. str. | k.w. | Habel | HAMBURG-AMERIKA LINE | On 26th July. |
| MARSEILLES-HAYRE-COPENHAGEN, &c. | SAXONIA | Swed. str. | — | Girard | MELCHERS & CO. | On 9th August. |
| MARSEILLES-HAYRE-COPENHAGEN, &c. | CANTON | Fr. str. | — | N. Ohno | NIPPON YUSEN KAISHA | Beginning of June. |
| MARSEILLES, LONDON & ANTWERP via SINGAPORE &c. | KANAGAWA MARU | Jap. str. | — | T. Mutai | NIPPON YUSEN KAISHA | On 9th inst. at 1 P.M. |
| MARSEILLES, LONDON & ANTWERP via SINGAPORE &c. | HAKATA MARU | Jap. str. | — | G. Lindbergh | NIPPON YUSEN KAISHA | On 10th inst. at D'Light |
| MARSEILLES, ROTTERDAM & HAMBURG &c. | BRISGATA | Ger. str. | k.w. | S. Chinnak | HAMBURG-AMERIKA LINE | On 24th inst. at D'Light |
| TRIESTE, &c. via SINGAPORE, &c. | TRISTE | Aus. str. | — | Arnold, Karberg & Co. | ARNOLD, KARBERG & CO. | On 28th inst. |
| ODDESSA | VORONEJ | Rus. str. | — | Arnold, Karberg & Co. | ARNOLD, KARBERG & CO. | About 23rd inst. |
| NEW YORK | OCEANO | Brit. str. | — | Arnold, Karberg & Co. | ARNOLD, KARBERG & CO. | About end of June. |
| BOSTON & NEW YORK | HAUTAN | Brit. str. | — | Arnold, Karberg & Co. | ARNOLD, KARBERG & CO. | About 25th inst. |
| VANCOUVER via SHANGHAI JAPAN, &c. | EMPEROR OF CHINA | Brit. str. | 1 m. | Arnold, Karberg & Co. | ARNOLD, KARBERG & CO. | On 5th inst. |
| VICTORIA B.C. & TACOMA via JAPAN, &c. | SHAWMUT | Am. str. | — | Arnold, Karberg & Co. | ARNOLD, KARBERG & CO. | On 18th inst. at Noon. |
| VICTORIA B.C. & SEATTLE WASH., &c. | ITO MARU | Jap. str. | — | Arnold, Karberg & Co. | ARNOLD, KARBERG & CO. | On 9th inst. at 4 P.M. |
| SAITAMA CRUZ MEXICO via MOJI & JAPAN | KAGA MARU | Jap. str. | — | Arnold, Karberg & Co. | ARNOLD, KARBERG & CO. | On 23rd inst. at 4 P.M. |
| AUSTRALIAN PORTS via MANILA | MAIE | Ger. str. | — | Arnold, Karberg & Co. | ARNOLD, KARBERG & CO. | On 14th inst. at Noon. |
| AUSTRALIAN PORTS via MANILA | YAWATA MARU | Jap. str. | — | Arnold, Karberg & Co. | ARNOLD, KARBERG & CO. | On 18th inst. at 5 P.M. |
| AUSTRALIAN PORTS via MANILA | MANILA | Ger. str. | — | Arnold, Karberg & Co. | ARNOLD, KARBERG & CO. | On 10th July at Noon. |
| VLADIVOSTOCK | NIKKO MARU | Jap. str. | — | Arnold, Karberg & Co. | ARNOLD, KARBERG & CO. | About 24th inst. |
| Kobe and YOKOHAMA | CURONIA | Rus. str. | — | Arnold, Karberg & Co. | ARNOLD, KARBERG & CO. | On 13th inst. at D'Light |
| NAGASAKI, KOBE & YOKOHAMA | BIRGO MARU | Jap. str. | — | Arnold, Karberg & Co. | ARNOLD, KARBERG & CO. | On 10th inst. at Noon. |
| JAPAN | TRIBODAS | Dut. str. | — | Arnold, Karberg & Co. | ARNOLD, KARBERG & CO. | Quick despatch. |
| NEWCHWANG | WEIYANG | Brit. str. | 1 m. | Arnold, Karberg & Co. | ARNOLD, KARBERG & CO. | On 11th inst. at 4 P.M. |
| CHEFOO & TIENTSIN | KUICHOW | Brit. str. | 1 m. | Arnold, Karberg & Co. | ARNOLD, KARBERG & CO. | On 11th inst. at 4 P.M. |
| CHINGWANGTAO, JAPAN, AMERICA, &c. | ANIRAL EXELMANS | Fren. str. | — | Arnold, Karberg & Co. | ARNOLD, KARBERG & CO. | To-morrow. |
| TSINGTAU, NAGASAKI & VLADIVOSTOCK | KOWLOON | Ger. str. | k.w. | Arnold, Karberg & Co. | ARNOLD, KARBERG & CO. | To-day, at 4 P.M. |
| TIENTSIN via SWATOW & CHEFOO | CHUPSHING | Brit. str. | — | Arnold, Karberg & Co. | ARNOLD, KARBERG & CO. | To-day. |
| SHANGHAI, YOKOHAMA & KOBE | DORTMUND | Ger. str. | k.w. | Arnold, Karberg & Co. | ARNOLD, KARBERG & CO. | To-morrow, at 10 A.M. |
| SHANGHAI | YANGSHING | Brit. str. | — | Arnold, Karberg & Co. | ARNOLD, KARBERG & CO. | Quick despatch. |
| SHANGHAI via SWATOW, AMOY & FOCHOW | CHOSUN MARU | Jap. str. | — | Arnold, Karberg & Co. | ARNOLD, KARBERG & CO. | On 8th inst. at Noon. |
| SHANGHAI, YOKOHAMA & KOBE | SIAM | Brit. str. | — | Arnold, Karberg & Co. | ARNOLD, KARBERG & CO. | On 8th inst. |
| SHANGHAI via SWATOW | CHOSANG | Ger. str. | k.w. | Arnold, Karberg & Co. | ARNOLD, KARBERG & CO. | About 8th inst. |
| SHANGHAI, YOKOHAMA & KOBE | TOYOKUNI | Jap. str. | — | Arnold, Karberg & Co. | ARNOLD, KARBERG & CO. | On 9th inst. |
| SHANGHAI, KOBE & YOKOHAMA | MAITA | Brit. str. | — | Arnold, Karberg & Co. | ARNOLD, KARBERG & CO. | About 11th inst. |
| SHANGHAI, MOJI, KOBE & YOKOHAMA | SARDINIA | Brit. str. | — | Arnold, Karberg & Co. | ARNOLD, KARBERG & CO. | On 23rd inst. at Noon. |
| SHANGHAI, YOKOHAMA, KOBE & MOJI | NAMSANG | Brit. str. | — | Arnold, Karberg & Co. | ARNOLD, KARBERG & CO. | Quick despatch. |
| SHANGHAI | TUJIMAH | Dut. str. | — | Arnold, Karberg & Co. | ARNOLD, KARBERG & CO. | On 10th inst. at D'Light |
| ANPING via SWATOW & AMOY | FUKUSHU MARU | Jap. str. | — | Arnold, Karberg & Co. | ARNOLD, KARBERG & CO. | On 7th inst. at 10 A.M. |
| JAMSUI via SWATOW & AMOY | DAIJIN MARU | Jap. str. | — | Arnold, Karberg & Co. | ARNOLD, KARBERG & CO. | To-morrow, at 11 A.M. |
| SWATOW, AMOY & FOCHOW | HAITAN | Brit. str. | — | Arnold, Karberg & Co. | ARNOLD, KARBERG & CO. | On 9th inst. at 9 A.M. |
| HOIHOW & HAIPHONG | SINGAN | Brit. str. | 1 m. | Arnold, Karberg & Co. | ARNOLD, KARBERG & CO. | On 13th inst. at 4 P.M. |
| HOIHOW & HAIPHONG | HUEI | Brit. str. | — | Arnold, Karberg & Co. | ARNOLD, KARBERG & CO. | To-morrow, at 4 P.M. |
| MANILA | LOONGSANG | Brit. str. | — | Arnold, Karberg & Co. | ARNOLD, KARBERG & CO. | On 8th inst. at Noon. |
| MANILA | RUBI | Brit. str. | — | Arnold, Karberg & Co. | ARNOLD, KARBERG & CO. | On 9th inst. at 4 P.M. |
| MANILA via AMOY | TAMING | Brit. str. | 1 m. | Arnold, Karberg & Co. | ARNOLD, KARBERG & CO. | On 10th inst. at 4 P.M. |
| MANILA | YUENSANG | Brit. str. | — | Arnold, Karberg & Co. | ARNOLD, KARBERG & CO. | On 10th inst. at Noon. |
| MANILA | ZAFIRO | Brit. str. | — | Arnold, Karberg & Co. | ARNOLD, KARBERG & CO. | On 13th inst. at Noon. |
| GERU & LOILO | SUNGSIANG | Brit. str. | — | Arnold, Karberg & Co. | ARNOLD, KARBERG & CO. | On 9th inst. at 4 P.M. |
| KUDAT & SANDAKAN | BORNEO | Ger. str. | — | Arnold, Karberg & Co. | ARNOLD, KARBERG & CO. | About End of June. |
| BOMBAY via SINGAPORE & COLOMBO | MOYORI MARU | Jap. str. | — | Arnold, Karberg & Co. | ARNOLD, KARBERG & CO. | To-morrow. |
| BOMBAY via SINGAPORE & PENANG | ISCHIA | Ital. str. | — | Arnold, Karberg & Co. | ARNOLD, KARBERG & CO. | On 10th inst. at Noon. |
| SINGAPORE, PENANG & CALUTTA | LAISANG | Brit. str. | — | Arnold, Karberg & Co. | ARNOLD, KARBERG & CO. | To-morrow, at 3 P.M. |
| BATAVIA, CHERIBON, SAMARANG, &c. | THAIYAN | Dut. str. | — | Arnold, Karberg & Co. | ARNOLD, KARBERG & CO. | About 1st inst. |

EAST ASIATIC CO., LD.
 COPENHAGEN, SINGAPORE, BANGKOK & SHANGHAI.
RUSSIAN EAST ASIATIC CO., LD.
 ST. PETERSBURG & VLADIVOSTOCK.
SWEDISH EAST ASIATIC CO., LD.
 GOTHENBURG.

PROJECTED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

| DESTINATION | STEAMERS | DATE OF SAILING |
|--|-----------|--------------------|
| SHANGHAI, YOKOHAMA & KOBE | "SIAM" | End of May. |
| MARSEILLES, HAYRE, COPENHAGEN & GOTHENBURG | "CANTON" | Beginning of June. |
| VLADIVOSTOCK | "CURONIA" | About 24th June. |

For Further Particulars, apply to

MELCHERS & CO.

Hongkong, 6th May, 1908.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—

SUBJECT TO ALTERATION.

| DESTINATIONS. | STEAMERS. | SAILING DATES 1908. |
|--|---|-----------------------------------|
| MARSEILLES, LONDON and ANTWERP, via SINGAPORE, PENANG, COLOMBO, and PORT SAID | KANAGAWA MARU, Capt. N. Ohno, Tons 6169 | WEDNESDAY, 10th June, at Daylight |
| VICTORIA, B.C. and SEATTLE, WASH., via SHANGHAI, MOJI, KOBE, YOKKAICHI, SHIMIZU and YOKOHAMA | HAKATA MARU, Capt. T. Murai, Tons 6161 | WEDNESDAY, 24th June, at Daylight |
| SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE | ITO MARU, Capt. S. Ishikawa, Tons 6320 | TUESDAY, 9th June, at 4 P.M. |
| BOMBAY via SINGAPORE, COLOMBO and COLOMBO | KAGA MARU, Capt. G. S. Lapraik, Tons 6301 | TUESDAY, 23rd June, at 4 P.M. |
| SHANGHAI, MOJI and KOBE | YAWATA MARU, Capt. K. Homma, Tons 3817 | FRIDAY, 12th June, at Noon |
| SHANGHAI, MOJI and KOBE | NIKKO MARU, Capt. T. Harrison, Tons 5539 | FRIDAY, 10th July, at Noon |
| SHANGHAI, MOJI and KOBE | MOYORI MARU, Capt. J. Hands, Tons 3773 | FRIDAY, 5th June, at Noon |
| SHANGHAI, MOJI and KOBE | TOTOMI MARU, Capt. M. Winkler, Tons 3412 | TUESDAY, 9th June, at Noon |
| SHANGHAI, MOJI and KOBE | NIKKO MARU, Capt. T. Harrison, Tons 5539 | WEDNESDAY, 10th June, at Noon |
| KOBE and YOKOHAMA | BIRGO MARU, Capt. A. Christensen, Tons 6247 | SATURDAY, 13th June, at Daylight |

* Calling at Keelung.

† Cargo only.

† Through Passenger Tickets issued to the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers. Round the World Tickets also issued. Between Nagasaki and Yokohama, 1st and 2nd Class through Passengers have the option of travelling by Rail.

For Further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office in Prince's Buildings, First Floor, Chater Road.

T. KUSUMOTO,

MANAGER. 356

Hongkong, 3rd June, 1908.

MESSAGERIES MARITIMES.

FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO AND FROM EUROPE

VIA SUEZ CANAL.

FORTNIGHTLY SERVICE TO AND FROM JAPAN VIA SHANGHAI.

| FOR | STEAMERS | TO SAIL. |
|---------------------------|-----------------|----------------------|
| SHANGHAI, KOBE & YOKOHAMA | "POLYNESIE" | About 5th June |
| MARSEILLES via PORTS | "ERNEST SIMONS" | On 9th June, 1 P.M. |
| SHANGHAI, KOBE & YOKOHAMA | "CALEDONIE" | On 22nd June, P.M. |
| MARSEILLES via PORTS | "TONKIN" | On 23rd June, 1 P.M. |

Transshipping on the Co's Steamers at Singapore for Batavia, at Colombo for Calcutta, Bombay and Australia; at Port Said for the Levant, Constantinople and Black Sea. Through Tickets to London, via Paris, from 227 10s. up to 271 10s. 20 hours Railway from Marseilles to London. Interpreters meet Passengers on their arrival in Marseilles.

For Further Particulars, apply to—

P. NALIN, ACTING AGENT,

Queen's Building.

Hongkong, 1st June, 1908.

NORTHERN PACIFIC LINE.

BOSTON STEAMSHIP COMPANY.

CONNECTING AT TACOMA WITH

NORTHERN PACIFIC RAILWAY COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR

VICTORIA, B.C. AND TACOMA

VIA

MOJI, KOBE AND YOKOHAMA.

| Steamers. | Tons. | Captain. | Sailing Date. |
|-----------|-------|---------------|-----------------|
| * SHAWMUT | 9,606 | E. V. Roberts | On 6th June. |
| * TREMONT | 9,606 | T. W. Garlick | On 1st July. |
| * SUVERIC | 6,332 | W. Shotton | On 23rd July. |
| * KUMERIC | 6,332 | Cowley | On 18th August. |

† Steerage Passengers only.

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND CUISINE, ELECTRIC LIGHT, DOCTOR AND STEWARDESSE.

* The twin-screw s.s. "SHAWMUT" and "TREMONT" are fitted with very Superior Accommodation for First and Second Class Passengers. The large size of these vessels ensures steadiness at sea. Electric fan in each room. Barber's shop and steam laundry. Cargo carrier in cold storage.

PARCEL EXPRESS TO THE UNITED STATES & CANADA.

For further information apply to—

DODWELL & CO., LIMITED,

GENERAL AGENTS.

Queen's Buildings.

Hongkong, 21st May, 1908.

VESSELS ON THE BERTH

REGULAR STEAMSHIP SERVICE

WITH LIBERTY TO CALL AT MALABAR COAST.

PROPOSED SAILINGS FROM HONGKONG.

FOR BOSTON AND NEW YORK.

S.S. "GHAZEE" ... 8th June.

For Freight and further information, apply to

DODWELL & CO., LD., Agents.

Hongkong, 29th May, 1908. 872

PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

| FOR | STREAMERS | TO SAIL | REMARKS. |
|--|-----------------------------|-----------------|----------------------|
| SHANGHAI | MALTA | About 11th June | Freight and Passage. |
| SHANGHAI MOJI, KOBE, SARDINIA and YOKOHAMA | Capt. E. A. Peters | June | Freight and Passage. |
| LONDON via Usual Ports | DELHI | Noon, 13th June | See Special of Call. |
| | Capt. J. D. Andrews, R.N.R. | June | Advertisement. |

For further Particulars, apply to

F. J. ABBOTT,
Acting Superintendent.

Hongkong, 2nd June, 1908.

CHINA NAVIGATION CO.,
LIMITED.

| FOR | STREAMERS | TO SAIL |
|---|-------------|----------------------|
| HOIHOW and HAIPHONG | "SINGAN" | On 9th June, 9 A.M. |
| CEBU and ILOILO | "SUNGKIANG" | On 9th June, 4 P.M. |
| MANILA | "TAMING" | On 10th June, 4 P.M. |
| CHEFOO and TIENTSIN | "KUEICHOW" | On 11th June, 4 P.M. |
| NEWCHOW and HAIPHONG | "KWEIYANG" | On 11th June, 4 P.M. |
| MANILA ZAMBOANGA, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY, with Transhipment for TASMANIA, NEW ZEALAND, ADELAIDE, FREMANTLE and PERTH | "HUPEH" | On 13th June, 9 A.M. |
| | "TSINAN" | On 15th June, 4 P.M. |

MANILA STEAMERS & TIENTSIN STEAMERS have superior Passenger accommodation with Electric Light throughout and Electric Fans in the Staterooms and Dining Saloon.

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the Staterooms. A duly qualified Surgeon is carried. Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

SHANGHAI STEAMERS have good Saloon Passenger accommodation and take cargo on through Bills of Lading to all Yangtze and Northern China Ports.

REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS.

For Freight or Passage, apply to— BUTTERFIELD & SWIRE, AGENTS.

NORDDEUTSCHER LLOYD. BREMEN
IMPERIAL GERMAN MAIL
LINES.

| FOR | STREAMERS | TO SAIL |
|--|-----------|--------------------------------|
| MANILA, NEWGUINEA, BRISBANE, SYDNEY & MELBOURNE. | "MANILA" | Thursday, 18th June, at 6 P.M. |
| KUDAT & SANDAKAN | "BORNEO" | About End of June. |

For further Particulars, apply to

NORDDEUTSCHER LLOYD,
MELOHERS & CO.,
GENERAL AGENTS, HONGKONG & CHINA.

Hongkong, 3rd June, 1908.

INDO-CHINA S. NAV. CO., LD.

| FOR | STREAMERS | TO SAIL |
|---------------------------------|-------------|------------------------------|
| SHANGHAI | "YATSHING" | Thursday, 4th June, Noon. |
| TIENTSIN via SWATOW, CHEFOO | "CHIPSHING" | Thursday, 4th June, 4 P.M. |
| SINGAPORE, PENANG & CALCUTTA | "LAISANG" | Friday, 5th June, 3 P.M. |
| MANILA | "LOONGSANG" | Friday, 5th June, 4 P.M. |
| SHANGHAI via SWATOW | "CHOYSANG" | Saturday, 6th June, Noon. |
| MANILA via AMOY | "YUENSANG" | Wednesday, 10th June, 4 P.M. |
| SHANGHAI, YOKOHAMA, KOBE & MOJI | "NAMSANG" | Tuesday, 23rd June, Noon. |

RETURN TOURS TO JAPAN.

OCCUPYING 24 DAYS.

The steamers "KUTSANG," "NAMSANG" and "FOKSANG" leave about every 3 weeks for Shanghai and Yokohama returning via Kobe (Inland Sea) and Moji to Hongkong, providing stay of 5 to 6 days in Japan, if passengers leave the steamer at Yokohama and rejoin at Kobe. These vessels have all modern improvements and are fitted throughout with Electric Light. A fully qualified surgeon is also carried.

Steamers have superior accommodation for First-Class Passengers and are fitted throughout with Electric Light.

Taking Cargo on Through Bills of Lading to Yangtze Ports, Chefoo, Tientsin and Newchwang.

Telephone No. 61

For Freight or Passage, apply to JARDINE, MATHESON & Co., LTD., GENERAL MANAGERS.

HAMBURG-AMERIKA LINIE
HAMBURG.

Regular Sailings from JAPAN, CHINA and PHILIPPINES, via STRAITS and COLOMBO, to HAVRE, BREMEN and HAMBURG and to NEW YORK.

TAKING Cargo at Through Rates to all European North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean, Levantine, Black Sea and Baltic Ports, and all North and South American Ports. Also via Aden or Port Said, by the Company's "Arabian and Persian Service" to Arabian and Persian Gulf Ports.

NEXT SAILINGS FROM HONGKONG:
OUTWARD.

| | |
|---|-------------------------------------|
| FOR SHANGHAI, YOKOHAMA & KOBE: | FOR HAVRE & HAMBURG: |
| S.S. DORTMUND | S.S. SEGOVIA |
| FOR SHANGHAI, YOKOHAMA & KOBE: | FOR HAVRE & HAMBURG: |
| S.S. ISTRIA | S.S. SCANDIA |
| FOR SHANGHAI, YOKOHAMA & KOBE: | FOR MARSEILLES ROTTERDAM & HAMBURG: |
| S.S. SAXONIA | S.S. BRISGAVIA |
| FOR SHANGHAI, YOKOHAMA & KOBE: | FOR HAVRE & HAMBURG: |
| S.S. SILVIA | S.S. DORTMUND |
| FOR SHANGHAI, YOKOHAMA & KOBE: | S.S. ISTRIA |
| S.S. SLAVONIA | S.S. SAXONIA |
| S.S. KOWLOON FOR TSINGTAI, NAGASAKI & VLADIVOSTOK | |

Further Particulars, apply to—

HAMBURG-AMERIKA LINIE,
Hongkong Office.

Hongkong, 1st June, 1908.

HONGKONG-MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon and Staterooms. Electric Light, Perfect Cuisine. SURGEON and STEWARDESSES carried. All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.

| STEAMSHIP | TONS. | CAPTAIN | FOR | SAILING DATE. |
|-----------|-------|--------------|--------|---------------------|
| RUBI | 2540 | R. W. Almond | Manila | On 6th June, Noon. |
| ZAFIRO | 2549 | R. Rodger | Manila | On 13th June, Noon. |

For Freight or Passage apply to

SHEWAN, TOMES & CO.,
GENERAL MANAGERS.

Hongkong, 1st June, 1908.

OSAKA SHOSEN KAISHA.

REGULAR STEAMSHIP SERVICE BETWEEN HONGKONG, SOUTH CHINA COAST PORTS AND FORMOSA.

PROPOSED SAILINGS FROM HONGKONG—
SUBJECT TO ALTERATION.

| FOR | THE CO'S S.S. | LEAVING |
|------------------------------------|-----------------|------------------------------------|
| SHANGHAI via SWATOW, AMOY & CHEFOO | "CHOSEUN MARU" | FRIDAY, 5th June, at 10 A.M. |
| TAMUI via SWATOW & AMOY | "DAIJIN MARU" | SUNDAY, 7th June, at 10 A.M. |
| ANPING via SWATOW, AMOY | "FUKUSHEU MARU" | WEDNESDAY, 10th June, at Daylight. |

These New Steamers have excellent accommodation for First and Second Class Passengers and are fitted throughout with electric light. First-class Cabins Ample. Unrivalled Table and are fitted throughout with electric light. First-class Cabins Ample. Unrivalled Table and are fitted throughout with electric light. First-class Cabins Ample. Unrivalled Table and are fitted throughout with electric light.

Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports. For Freight, Passage, and further information, apply at the Company's local Branch Office Second Floor, No. 1, Queen's Buildings.

Hongkong, 1st June, 1908.

T. ARIMA, Manager.

CHARGEURS REUNIS,
FRENCH STEAMSHIP COMPANY. HEAD OFFICE: PARIS.

ALL ROUND THE WORLD LINE.

OUTWARD via Suez:—Antwerp, Dunkirk, La Pallice, Marseilles, Genoa, Naples, Colombo, Singapore, Hongkong, Okinawa, (Fukushima, Tientsin), Kobe, Yokohama, Genoa to Hongkong in 30 Days. NAPIER to Hongkong in 29 Days. Unique Opportunity to make a Tour in North China and Japan with Great Speed, Safety and Comfort.

TRANS-PACIFIC:—Victoria (B.C.) Vancouver, Seattle, San Francisco. CONNECTING WITH CANADIAN PACIFIC RAILWAY. Freight to Overland and Europe via Vancouver. Passengers to Overland and Europe via Vancouver. YOKOHAMA to VANCOUVER 13 DAYS. YOKOHAMA to LONDON and PARIS 23 DAYS. HOMEWARD via MAGELLAN STRAITS:—Mexico, River Plate, Brazil, La Pallice, Liverpool.

PROPOSED SAILINGS:

| | | |
|---------------------------|--------|---------------|
| AMIRAL EXELMANS 25th July | MALTE | 12th Oct. |
| OUESANT | CEYLAN | 26th Nov. |
| | COSE | 11th Jan. 09. |

No Passengers + Intermediate Class and Rates of Passage. New Twin Screw, 16,000 tons Displacement, 1st Class accommodation, Splendidly equipped with single berth Cabins. All Round the World Tickets by these boats. For Further Particulars, apply to—

P. NALIN, ACTING AGENT,
FRENCH MAIL OFFICE.

Hongkong, 4th June, 1908.

CANADIAN PACIFIC RAILWAY
COMPANY'S ROYAL MAIL STEAMSHIP LINE.

LUXURY—SPEED—PUNCTUALITY.

THE ONLY LINE THAT MAINTAINS A REGULAR SCHEDULE SERVICE OF 12 days Across the Pacific to the "EMERALD LINE" Saving 5 to 10 days Ocean Travel. 12 DAYS YOKOHAMA to VANCOUVER. 21 DAYS HONGKONG to VANCOUVER.

| R.M.S. | PROPOSED SAILINGS (Subject to Alteration). | LEAVE HONGKONG | ARRIVE VANCOUVER |
|--------------------|--|---------------------|------------------|
| "EMERALD OF CHINA" | 6,000 | THURSDAY, 4th June | 22nd June |
| "EMERALD OF INDIA" | 6,000 | SATURDAY, 13th June | 4th July |
| "LENNOX" | 3,700 | THURSDAY, 18th June | 17th July |
| "EMERALD OF JAPAN" | 6,000 | SATURDAY, 26th June | 25th July |
| "MONTEAGLE" | 6,163 | SATURDAY, 11th July | 4th Aug. |
| "EMERALD OF CHINA" | 6,000 | SATURDAY, 25th July | 16th Aug. |
| "GLENFARG" | 3,700 | SATURDAY, 8th Aug. | 6th Sept. |

S.S. "LENNOX" and "GLENFARG" are Freighters only and do not carry Passengers. S.S. "EMERALD" Steamers will depart from HONGKONG at 4 P.M.

S.S. "MONTEAGLE," "LENNOX" and "GLENFARG" at 12 Noon. THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI (through the INLAND SEA OF JAPAN), KOBE, YOKOHAMA and VICTORIA, B.C. Connecting at VANCOUVER with a Special Mail Express, and at QUEBEC with the Co.'s NEW PALATIAL "EMERALD" Steamships, 14,600 tons register, thus providing a comfortable and speedy through route to Europe. Hongkong to London, 1st Class, 240, " " 242.

First Class rate to London includes cost of Meals and Borth in Sleeping Car while crossing the American Continent by Canadian Pacific direct Line.

R.M.S. "MONTEAGLE" carries Intermediate Passengers only, at Intermediate rates, affording superior accommodation for that class. Passengers Booked through to all points and AROUND THE WORLD. SPECIAL RATES (1st class only) granted to Missionaries, Members of the Naval Military, Diplomatic, and Civil Services, and to European Officials in the Service of China and Japan Governments.

For further information, Maps, Routes, Handbooks, Rates of Freight and Passage, apply to D. W. CRADDOCK, General Traffic Agent for China, Corner Pender Street and Praya, opposite Black Pier.

THOS. COOK & SON,
TOURIST, STEAMSHIP & FORWARDING AGENTS,
BANKERS, & C.

HEAD OFFICE:—LUDGATE CIRCUS, LONDON, E.C. TICKETS TO EUROPE by the principal STEAMSHIP LINES and TRANS-SIBERIAN RAILWAY. TOURS arranged to ALL PARTS OF THE WORLD. BAGGAGE collected, forwarded and insured at lowest rates. LETTERS OF CREDIT and CIRCULAR NOTES ISSUED and CASHED. FOREIGN MONIES exchanged. Head Office for the Far East:—16, DES VIGUEUX ROAD, HONGKONG. Japan Office:—14, WATER STREET, YOKOHAMA.

920

SHIPPING IN PORT.

| STEAMERS. |
|---|
| AMIGO, German str., 823, Franden, 1st June |
| Haiphong May 26th, and Hothow 31st. |
| Rice-Jensen & Co. |
| AMIRAL DE BROUQUET, French str., 154, |
| Chalais, 22nd April—Haiphong 18th April. |
| Ballast—Wilks & Jacks. |
| AMIRAL MASON, French str., 3,577, A. Nalaun, |
| 2nd June—Singapore 27th May, General— |
| Messageries Maritimes. |
| BANRI MARU, Jap. str., 2,383, J. Yamazaki, 29th |
| May—Moji 24th May; Coal—Fukusei & Co. |
| BOURBON, French str., 397, Le Bail, 30th May |
| —Saigon 26th May, General—Chinese. |
| CHANGCHOW, British str., 1,203, Puckott, 2nd |
| June—Wuhu and Chinkiang 29th May, |
| General—Butterfield & Swire. |
| CHIPPING, British str., 1,498, E. McNeely, 31st |
| May—Tientsin, Chefoo & Weihaiwei 30th |
| May, General—Jardine, Matheson & Co. |
| CLAN MACDONALD, British str., 2,575, N. P. |
| Hocking, 2nd June—Rangoon & Singapore |
| 25th May, General—Chinese. |
| COURTFIELD, British str., 4,397, John Wiseman, |
| 25th May—Moji 20th May, Coal—Mitsui |
| Bussan Kaisha. |
| DEWAGONG, German str., 1,157, F. Rehwaldt, |
| 1st June—Bangkok May 24th, and Swatow |
| 31st, Rice—Butterfield & Swire. |
| DOCKMUND, German str., 3,292, M. Malchow, |
| 2nd June—Hamburg 14th April, and |
| Singapore 26th May, General—Hamburg |
| Amerika Linie. |
| DEUTER, Norwegian str., 1,102, J. Bing, 25th |
| May—Bangkok 18th May, Rice—Butter- |
| field & Swire. |
| EMPEROR OF CHINA, British str., 3,048, R. |
| Archibald, R.N.S., 4th May—Yamaguchi |
| B.C. 15th April, and C.P.R. Co. |
| Mails and General—C.P.R. Co. |
| GERMAN, German str., 765, H. Flügel, 18th |
| May—Sydney via Ports 6th April, Copra— |
| Stimson & Co. |
| HANYANG, British str., 1,207, T. Bridge, 31st |
| May—Chinkiang 26th May, General— |
| Butterfield & Swire. |
| HAIPHONG, French str., 506, Ponsfret, 2nd |
| April—Haiphong 18th April, Ballast— |
| Wilks & Jacks. |
| HILARY, German str., 1,276, H. Uecker, 29th |
| May—Saigon 24th May, Rice—Sander, |
| Weller & Co. |
| HYUNDAI, British str., 2,346, A. G. Smith, 28th |
| May—Haiphong 26th May, Coal—Jardine, |
| Matheson & Co. |
| HONGKONG MARU, Japanese str., 2,447, E. |
| Bent, 26th May—San Francisco 26th Apr. |
| and Manila 26th May, Mails and General— |
| Toyo Kisen Kaisha. |
| INVERAR, British str., 2,853, Marahan, 1st June |
| —Newcastle 9th May, Coal—Shewan, |
| Tomes & Co. |
| IYO MARU, Japanese str., 3,018, S. Ishikawa, |
| 31st May—Japan and Shanghai 29th May. |
| Lumber, Cotton Yarn and General— |
| Nippon Yusen Kaisha. |
| KNIVERRER, German str., 646, D. Henk, 31st |
| May—K. C. Wan 30th May, General— |
| Jensen & Co. |
| KOWLOON, German str., 1,417, A. Enigh, 30th |
| May—Wakamatsu 24th May, General— |
| Hamburg-Amerika Linie. |
| KWANGLOO, Chinese str., 1,864, E. Lincoln, |
| 2nd June—Shanghai 30th May, General— |
| Chinese. |
| KWANGTAE, Chinese str., 1,536, Wm. H. Lunt, |
| 29th May—Shanghai 26th May, General— |
| Chinese. |
| LAISANG, British str., 2,224, E. J. Tadd, 31st |
| May—Calcutta May 15th, and Singapore |
| 25th, General—Jardine, Matheson & Co. |
| LOYAL, German str., 1,237, Fr. Natius, 25th |
| May—Cebu 18th May, Coal—Sander, |
| Wilder & Co. |
| MANILA, German str., 1,108, J. Minssen, 30th |
| May—Sydney 5th May, General—Matheson |
| & Co. |
| MARIE, German str., 1,169, P. E. Christiansen, |
| 26th May—Baltimore 29th April. |
| Ballast—China Commercial Steamship Co. |
| MATILDE, German str., 831, A. P. Ulders, |
| 25th May—Haiphong & Hothow 24th May, |
| Rice and General—Jensen & Co. |
| MEKARI, Dutch str., 1,597, E. Udale, 26th |
| May—Singapore 19th May, General— |
| Chinese. |
| MUSEX, British str., 2,329, Deacon, 2nd June |
| —Bale Pappan 25th May, Liquid Final |
| Asiatic Petroleum Co. |
| NERITE, Dutch str., 1,438, Wester, 13th May— |
| from Hackensack, 13th May, Ballast— |
| North, British str., 1,145, F. J. Prynn, 25th |
| May—Saigon 23rd May, Kerosine Oil— |
| Matheson & Co. |
| OCEANO, British str., 1,738, M. Le Bram, 20th |
| May—Hongay 17th May, Coal—Dodwell |
| & Co. |
| ONORO MARU, Japanese str., 1,450, Kamata, |
| 1st June—Moji 26th May, Coal—Mitsui |
| Bussan Kaisha. |
| PRIMO, German str., 476, V. Flettwell, 27th |
| May—Saigon 22nd May, Rice—Hamburg |
| & Swire. |
| PERUMPERE, British str., 1,065, J. H. Scott, |
| 25th May—Saigon 20th May, Fish and |
| Meat—Chinese. |
| PREHANG, German str., 1,021, Fr. v. Mangoldt, |
| 29th May—Haiphong May 18th, via |
| Kobe 22nd May, Rice and Hardwood— |
| Matheson & Co. |
| PITSANULOK, German str., 1,200, T. Heynag, |
| 25th May—Bangkok May 17th, via |
| Swatow 24th, Rice and Timber—Butterfield |
| & Swire. |
| POWATAN, British str., 1,050, Turner, 29th |
| May—Salina Cruz 24th April, Ballast— |
| Chinese. |
| RUBI, British str., 1,611, R. W. Almond, 1st |
| June—Manila 30th May, General—Shewan, |
| Tomes & Co. |
| SABINE RICKMERS, Dutch str., 540, Frise, 16th |
| May—Fochow 13th May, Ballast—Asiatic |
| Petroleum Co. |
| SHANGHAI, British str., 1,307, W. McIntosh, |
| 30th May—Shanghai 28th May, General— |
| Butterfield & Swire. |
| SHAWMUT, American str., 6,195, E. V. Roberts, |
| 26th May—Seattle via Manila 24th May, |
| General—Dodwell & Co. |
| SIAM, Danish str., 2,344, Cortsen, 2nd June— |
| Copenhagen via Colombo and Singapore |
| 26th May, General—Matheson & Co. |
| SIMONGAN, British str., 1,202, H. Vos, 21st May |
| —Samarang via Palo Laut 11th May, |
| Sugar—Chinese. |
| SWANLEY, British str., 2,938, Steels, 2nd June |
| —Chingwangtao 27th May, Order. |
| TASHAN, British str., 1,521, J. T. Leung, 31st |
| May—Saigon 27th May, Rice and General— |
| Bradley & Co. |
| TAUVOIGAN MARU, Japanese str., 1,412, K. |
| Shimizu, 31st May—Kobe 26th May, |
| Coal—Mitsui Bussan Kaisha. |
| VALENTIA, British str., 2,111, Richards, 2nd |
| June—Cardiff 17th April, Coal—Order. |
| WTE, British str., 2,292, G. Savage, 30th May |
| —Kachinota 24th May, Coal—Dodwell |
| & Co. |
| YATSHING, British str., 1,424, Wheeler, 28th |
| May—Chinkiang 25th May, General— |
| Jardine, Matheson & Co. |

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